

AVIATION

The Oldest American Aeronautical Magazine

DECEMBER 8, 1924

Issued Weekly

PRICE 10 CENTS



Vought UO1 (200 hp. Wright Whirlwind) spotting plane on catapult, U.S.S. Trenton

VOLUME
XVII

SPECIAL FEATURES

NUMBER
23

\$65,000,000 FOR AIR SERVICES IN 1925-26

MISSION OF NAVAL AIRCRAFT WITH THE FLEET

CURRY BILL FOR A DEPARTMENT OF AERONAUTICS

MAN HOURS IN EXPERIMENTAL AIRCRAFT PRODUCTION

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HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK

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DECEMBER 8, 1924

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LEASE OF NAVAL AIR STATION CAPE MAY, NEW JERSEY

To A Commercial Airship Company

By order of the Secretary of the Navy, sealed proposals will be received by the Central Sales Office, from commercial airship companies for the lease of the above station for a period of five (5) years in accordance with the Terms and Conditions outlined in CATALOGUE 259-B.

Catalogue 259-B, opening 11 A.M. (Eastern Standard Time), 18 December 1924, contains detailed descriptions, Terms of Lease, etc., and may be obtained from the Supply Officer, Navy Yard, Philadelphia, Pa., or the

CENTRAL SALES OFFICE
NAVY YARD WASHINGTON, D. C.

The World's Flying Records

Airplanes

3 Kilometers—366.59 mph. Mar. 4, 1925, Lt. A. J. Williams, U.S.N., Curtiss-Vary Racer and Curtiss D12A Engine

Max. Duration—36 hr. 4 min. 34 sec. April 16, 1925, Lt. O. G. Kelly and Lt. J. A. Mennely, U.S.A.

100 Kilometers—243.81 mph. Oct. 6, 1923, Lt. A. J. Williams, U.S.N., Curtiss-Vary Racer and Curtiss D12A Engine

Altitude with Light Load—36,325 ft. October 30, 1923, by Sub. Lesau, Say-In-Midland, France

200 Kilometers Triangular Course—243.67 mph. October 6, 1923, Lt. A. J. Williams, U.S.N., Curtiss-Vary Racer and Curtiss D12A Engine

Seaplanes

300 Kilometers Triangular Course—177.29 mph. October 25, 1924, Lt. R. A. Oltis, U.S.N., Curtiss-Vary Racer and Curtiss D12A Engine

Altitude with Light Load—29,462 ft. March 11, 1923, Sub. Lesau, Molen, Suez-Can, France

100 Kilometers—176.82 mph. Oct. 25, 1924, Lt. R. A. Oltis, U.S.N., Curtiss-Vary Racer and Curtiss D12A Engine

Max. Duration—29 hr. 28 min. Oct. 10, 1924, Lieut. Wood and Puz, U.S.N., Curtiss CS2 Seaplane

3 Kilometers—189.66 mph. Oct. 25, 1924, Lt. G. C. Cuddy, U.S.N., Curtiss-Vary Racer and Curtiss D12A Engine

CURTISS AEROPLANE & MOTOR COMPANY, INC.

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AVIATION

VOL. XVII

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Next Year's National Air Races

ONE of the questions which is uppermost in the minds of those who are constructively interested in the future of general aviation, and commercial aviation in particular, is: When will the next National Air Races be held? A careful consideration of the all-important subject raises the question whether it is desirable to hold next year our big National Air Meet at which all the major flying records could be concentrated, and whether it would not be preferable to spread instead a limited number of national meets, each of which would in some sort be specialized to the various uses of aircraft. Aviation seems to have outgrown the days when the success of a meet depended on the cooperation of all agencies concerned with flying. The era of speculation has now set in, and it would seem best to keep this a small in the operation of air meets.

General aviation, as previously, is just beginning to stand on its own feet. Its requirements differ so widely from those of the Air Services as they do from those of exhibition flying. Manufacturers, operators and pilots of commercial aircraft are looking forward to some sort of annual event when the public could be given a striking practical demonstration of commercial air transport, an event which would stimulate the slogan "Come Flying to See."

In the word "On to X" men become each year more and more important as a true indicator of civil flying, it would be made the central event of such a National Commercial Air Meet, and it should be conducted with a great number of such prizes so as to attract the greatest number of people who fly for business or pleasure. This meet event should be supplemented by races and other contests in order to foster progress in design and give the spectator a complete demonstration of the efficiency of the ships. Besides these events there should be a sort of field exhibition where the public could get into personal contact with the builders and operators of commercial aircraft and where prospective purchasers could get demonstration flights.

Such a Commercial Air Meet—or Air Meet 3—should be a purely civilian affair and be held on a civilian field, situated preferably in the Central Airway Belt which stretches from the Great Lakes to the Gulf of Mexico. Such a location would make it, within reason, equally accessible from the crowded flying centers.

Now there remains to be disposed the purely military races. Considering the outstanding success of the Naval Air Pageant held last October in Baltimore, it is felt that this should be made an annual event, with the Schneider Cup race in the central situation. Commercial air flying is as yet so undeveloped that an event for commercial seaplanes could be included in this Pageant to best advantage, the more so as it will be difficult to find a desirable location for a Commercial Air Meet where both land and sea aircraft can compete. It seems already in line for next year's Schneider Cup

race, and the splendid manner in which that city held this year's seaplane races, together with the actual facilities for such an affair, would make it the natural choice for 1925.

The Pulitzer Trophy race should become the star attraction of an Air Service Pageant, also to be held annually, which would be rounded out by contests for speed, observation and bombing planes. As the West Coast has not recently had a big air meet, it is suggested that such an Air Service Pageant be held next year in that region.

The tentative program outlined above would thus give each of the three main sections of the country a first class air meet, each of which would probably be a much greater one than those if they were thrown into one.

Political Dangers of McCook Field

FORGETTING for the moment the various major controversies concerning the size and function of an engineering division of the Air Service as represented by McCook Field, the dangers of political influence can be considered with profit just now.

There has been recommended an expenditure of \$1,500,000 for the preliminary work necessary for the moving of McCook Field to the new site donated by the citizens of Dayton, which is valued at \$400,000.

When this figure was put to a much smaller sum by the Department of the Budget, and the news became known at Dayton, a delegation from Dayton headed by Frederick H. Patterson went to Washington and urged the Director of the Budget to increase the amount allotted. This form of lobbying is one of the chief dangers of Dayton's exceedingly intense interest in retaining McCook Field.

It will be well for the Government to look carefully into the future, particularly with regard to the political side, before definitely appropriating funds for this project. It is well known that the Navy Department has been trying to close the Charleston Navy Yard for years. It has also wanted to close the Newport Station. But just as soon as any move in this direction was attempted, political influence, and not considerations of governmental economy and efficiency, blocked the plan.

In just the same way will the Army be limited by political considerations, if at every juncture a delegation from Dayton appears and urges larger appropriations. No one can blame Dayton for wishing to get a new \$5,000,000 Army post within its borders, particularly as it now has the fourth largest civilian pay roll in Dayton. Those who see the present Air Service of the Army still in its formative stage of development do object to the appropriation at this time. When the President and the Committee of the House investigating the air activities of the Government will have framed a National Air Policy, it will be the time to think of a permanent site for an engineering division.

Budget Allows \$65,000,000 for the Air Service in 1925-26

\$18,287,000 for New Aircraft, Engines and Accessories

One of the most far-reaching measures intended to rehabilitate American air power is contained in the President's Budget Message delivered to Congress on Dec. 2. It reads:

"Today the outstanding weakness in the industrial situation as it affects national defense is the inadequacy of facilities to supply Air Service needs. The industry in direct support of the present time is dependent almost entirely upon Government business. To strengthen this industry is to strengthen our national defense. For the Air Service of the Army and Navy and the Air Mail Service, the estimates, including contract authorizations, amount to \$24,945,000. This comprises an expenditure for the industries of \$18,287,000 for the procurement of airplanes, engines and accessories. The remaining \$26,658,000 is for maintenance, operation, experimentation and research. The amount of \$26,658,000, however, does not include all that will be available for this service in 1925-26. The amount of \$18,287,000 for the Air Service carried in other estimates, and usable war supplies, will make a total availability conservatively estimated at \$65,000,000."

The itemized estimates of the Budget, 1925-26, provide a total of \$17,061,191 for the Army Air Service, \$18,900,000 for Naval Aviation, \$2,400,000 for the Air Mail Service, and \$234,000 for the National Advisory Committee for Aeronautics.

Out of the Air Service estimates of \$17,061,191 a sum of \$14,911,191 is for direct appropriation and \$2,150,000 for obligation by contract, as against a total of \$14,676,619 available for 1924-25. "This will enable the Air Service," says the report, "to make reasonable progress toward cutting down its present shortage in heavier-than-air craft and at the same time assist in keeping alive the aircraft industry for use in time of emergency."

Argentine World Flight

Maj. Don Pedro Egan, the Argentine military aviator who planned to fly across the world in three Vickers Vimy Fokker planes, and who recently reached Tokyo, Japan, is reported to have abandoned his attempt. Major Egan received information that the ports in the northern Pacific were closed and that the Japanese government was to patrol his course during the winter was out of the question.

The Argentine pilot had suggested to his committee in Buenos Aires that he should either remain in Japan in order to continue his flight in the spring, or that he should fly to Europe and from there fly to Atlantic, or that he should attempt to fly to Buenos Aires via New York.

It will be remembered that Major Egan, after a very long flight from Amsterdam, Holland, to Moscow, French Indochina, was held up there for a long time owing to his ship returning while about to take off from the bombed airfield. What is not generally known is that when that accident happened the pilot was seriously ill with fever he had contracted in India and that only after several weeks' hospital treatment in the face of such heavy odds. In fact, it is understood that he underwent medical treatment in a hospital in Hanoi for several weeks before he could start assembling the spare

In this estimate provision is made for inviting the removal of the Air Service activities from inadequate rented facilities at McCook Field, Dayton, Ohio, to a more suitable site in the same vicinity donated to the Government by private individuals.

Of the \$18,287,000 estimated for Naval Aviation, \$14,000,000 is direct appropriation for aviation proper and \$4,287,000 for obligation by contract to be appropriated in subsequent years. This increase from \$15,150,000 for the current fiscal year is due, says the report, "to necessity of providing for a material increase in the number of new aircraft and also to furnish sufficient staff to maintain in condition the already existing planes which should be kept alive because of its importance as part of the national defense program."

The estimate for the 1925-26 Air Mail appropriation, \$2,400,000, includes a reduction of \$90,000 with respect to fiscal year 1925.

The estimate for the 1925-26 National Advisory Committee appropriation, \$234,000, includes an increase from \$457,000 to \$522,000 for operations, and a reduction from \$130,000 to \$120,000 for printing and binding. The increase of \$65,000 for operations provides for an additional laboratory building at Langley Field, Hampton, Va., at a cost of \$40,000, an increase from 115 to 120 employees in the field service at a cost of \$30,000, and a net reduction of \$3,955 for miscellaneous expenses. "The additional personnel," says the report, "will provide a service first class in the care of special investigations for the War, Navy and Post Office Departments without interfering with the carefully planned programs of research into the more fundamental problems of aeronautics."

Fokker that was rushed to him from Japan, and as well as later down to Tokyo.

N.Y.U. Students to Build Light Plane

Students at the New York University have drafted to build a light plane for the next summer. An air club has been formed. A committee of this air club is collecting the necessary funds among the faculty and staff body for the purchase of an engine and motor.

The plane is to be designed and built by the design department, where the faculty and staff are persons of training, several experienced airplane makers and a few excellent pilots.

Prof. Alexander Klemin is acting as adviser to the design group, and all the shop facilities of the Department of Mechanical Engineering are at the students' disposal.

The work in the Department of Aeronautics at N.Y.U. is only providing technical training in aeronautics. It is hoped that the new group of students, but have secured expert aid in aviation among the present student body of New York university whose regular degree students number 6,000, and whose net registration is some 37,000 each year.

December 5, 1924

Government Bids and Orders

Engine and Control Parts

The following proposals have been made for the bid of air service, G. 1, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 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1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865,

N. Y. World Probes Government Air Situation

The New York World recently made an investigation of the governmental aircraft situation in Washington and although America's standing as an air power. Peter Fischer, who was in charge of this investigation, was formerly a member of the editorial staff of Aviation. Examination of space makes it impossible to reprint this series of articles on its own type, but as it is probably the clearest and most unbiased presentation of governmental aircraft activities that has yet been done, it is reprinted here in smaller type and in full, so that it may be studied with the greatest advantage. We are sure that all our readers will find it most interesting and will find it well worth the space it occupies. We are sure that the beginning of the governmental air service—Aviation.

The World War just concluded on exhibition deeply into the streets, gathering the data from the War, Navy and Post Office Departments to present to the New York area in this address a warning statement that what has happened and what could happen to American prisoners is to be reversed and maintained.

My Dear Charles
 (reinstated from last time)

—The fact of the matter is, as an individual, I am on the part of the United States and a congressional staff. I believe the staff member of the Army and the Bureau of Investigation at the time it would be a difficult matter to determine just exactly how many arrests that person might have had. He is not a member of the staff.

[illegible]

Army Seeks Naval Pattern—Navy Finds in Big Wings

[illegible]

13. Planes 4/5/6/7/8

[illegible]

Call De Weyland 24/7

[illegible]

"We're not in to keep the Air Force in the air," he says. "and at the same time we have had to be responsible when money was given here and there. I've learned the hardest lessons: Lincoln and Giff, we had trouble in flying now. These planes are obsolete, if not obsolete, we're not going to fly. We're doing the same as we can."

"Nothing Worth Counting"
William Mitchell, assistant chief of the Air Division, is much more blunt than General Foyish.
"I've seen nothing worth counting," he says. "We have a lot of things going on, but nothing worth counting."

Adapted from "The New York Times,"

It was very good. \$100,000,000 is spread in almost eight years," says the A. W. Adams. Acting Head of the Perry Experiment at Washington and the head of the A. W. Adams. "We would have been a great deal better off if we had only had a few more. It is also the case of the Adams. Adams, you know, is still a very new person."

...and the
...work. During the last three years \$14,000,000 was
...and only \$13,100,000 for research, design, develop-

See Fight Ahead

General Persch wants to build a new McCook Field there spending roughly \$10 million to get it into operation next year and perhaps in 1967.

It is an open secret among those with better position that the bid, interpreted by it as an offer, failed to attract those who, like the

On the treatment bureau they were not interested in glorifying their fall. "It's not man's way the flower's share,"

—*See later.*

It is possible to be critical of the proceedings of the conference, and even to see a grain of the truth in the only actual development in the place—the new steel tank of great strength. It seems a good deal more accurate, harmonious and the like. But that was

—*See later.*

At the end of the conference, it is possible to see a grain of the truth in the only actual development in the place—the new steel tank of great strength. It seems a good deal more accurate, harmonious and the like. But that was

—*See later.*

World Expenses Justified
Second Ford's and General Motors' hold that the gross costs spent at World Ford are justified. They say that the old Detroit engineers

There is a clear intention about the several aircraft factory at Philadelphia. The first two or several factory and other offices say that in any way can be provided to know also, that it keeps coming up and only the best is provided. The Navy spends approximately \$1,000,000 a year on its aircraft industry, but it is not clear that it is as comprehensive as it is. It is only in the aircraft industry and in the aircraft industry and in the aircraft industry.

"The problem of that day is to be the state of the state."

But there the war the United States has been weakened by the operation of market forces.

...and they are in a party with them. The controversy has not been completely resolved and appears to be far from settled.

There which no service is sufficient, means side line work.

Division of Air Service, And Air Force on Line
The most important between air service and air force should be made with the 1. (total) military, naval, and air force.

The 100-
manned
shows
concern
craft as

Savior and Slave

the city, first finding and maintain a personnel of the Air Force would give the maximum benefit, schedule and commercial during a week. It is believed that with no greater transportation than actually 30 or 40 per cent better service could be given various de-

For Central Department

the necessary for performing the function. Second, we should all be agreed for developing efforts for the air force, the key instrument of the Government's economic policy, and the main defense. Third, we should concentrate on the development of science and the maintenance of science to be used by an ideal in the air in peace. There should be given all scientific work with money in 1937 and this year. The importance of the

For these things, it is necessary to organize a good system of air-
ing the room. With a good system of warm air from
stoves with good regulation you can create an artificial air flow
in the room. With a warm air duct and an ad-
justable fan you could maintain a definite air flow over the
bed, and a warm, dry, comfortable atmosphere.

Navy Opposes Plan

[illegible]

and the Navy's chief of staff, Capt. A. J. Johnson of the Navy, went with them to see the President. Johnson is the director of the Navy's chief of staff, and he is the one who is in charge of the Navy's chief of staff.

Germanian Appeals to have elements of the choice - they will, complete knowledge of the military and the moral nature of men, are that men would be advantageous to the Government, in the, the political system, and in the opportunity here and there and relevant you and, as required, in particular, interest demands that the nature of the Army and of the State would be integral parts themselves.

1995) - the effect may result indirectly both in the use of water by several individuals, and potentially as evidence in this respect and in spite of the fact that some of them might get increased satisfaction by the adoption of the response. This opportunity to share all the part of several instances and several others is provided by the knowledge of the responsibility of meeting those needs fully and except by the group itself.

Question of Loyalty

...as their primary mission. If, on the other hand, they are doing nothing in the Navy, their primary thought is not Navy, their main efforts are not directed to the Navy, but when in the primary position—the armed air service they look to the Navy, because when they will not have to go to sea but will live in another environment, perhaps a safer life there in the question of serving the nation. They regard the Navy as a safe haven.

There is no more to complete understanding between the two. The results of either the war or the treaty have been pronounced: that failure, revivification, efficiency of the Air Service of the post were lacking on the idea of complete loyalty to and glorification with the truly and the aim.

two other animals, whose resemblance of the same colors is mentioned later. If the X-ray is applied to one of the animals (X-ray who was injured for the six given, that it will have to work for three others to do what they are intended to be doing). The second weight on board ship actually means comparatively in the air. In the laboratory of general military and general research that is the case.

Civil Aviation in Canada

and summary of civil aviation certificates and licenses by the Royal Canadian Air Force, up to Oct. 31, 1924, but there are in Canada some private air pilots, 14 civil air pilots, 180 air engineers, 20 registered and 25 licensed airports.

The Curry Bill for a Department of Aeronautics

Comprehensive Plan to Organize Separate Air Force

By far the most ambitious plan yet put forth to solve the problems confronting the Nation's air service is contained in a bill which Representative Curry of California introduced in Congress on Dec. 1.

Military and Civil Air Force

The bill would set up a separate air force, provided over by a new member of the Cabinet to be known as Secretary of Aeronautics, and would create an air academy similar to West Point or Annapolis.

The Secretary of Aeronautics would be appointed by the President, his other Cabinet members, and would have an Assistant Secretary. Then, the Curry bill would create two Divisions: Military, one to be Chief of Military Air Force and the other Chief of Civil Air Force.

In each division there would be four departments, each headed by a Brigadier Marshal, corresponding to a Brigadier General. The Brigades Marshals also would be appointed by the President, subject to Senate confirmation. Not enough time was left here to be hidden of commissions in the Army or Navy Air Service, others would be drawn from civil life.

Division of Air Service

The eight departments which Mr. Curry would set up were: War Plans, Training, Operations, Administration, Engineering, Supply, Finance and Civil Activities, of which the first four would be supervised by the Chief of Military Forces and the others by the Chief of Civil Forces.

Jane's All the World's Aircraft

Barnes's famous "bigger and better than ever" comes to mind when one sees the 1924 edition of Jane's All the World's Aircraft. This book which has been appearing each year since 1911 gives a summary of the world's aeronautical progress.

First it takes up each country and gives a description of what it has been going on in aviation. It takes up the aviation efforts giving the outline of what has been accomplished as well as listing outstanding designs of passenger, combat, etc. In the military field it takes the air forces of the world, lists the number of squadrons, active fields, etc. and this for all countries and as minutely detailed manner. The so called Historical Review covers some 75 pages of a book whose pages are crowded larger than Aviator's.

The next section is devoted to a description of airplanes grouped by countries. There are some 250 pages in this section, line drawings, photographs as well as the specifications and performance of the aircraft. The last section is devoted to a description of the progress of the year by all features giving an inspiring impression of the amount of aeronautical work that is going on. Many aircraft are also illustrated.

The third part is devoted to a description of all the latest airplanes and engine engines. The improvements on many of the older engines are also given. The whole book is well written and contains a wealth of information. The book is compiled by C. G. Gray, Editor of *The Aeroplane* and is published by Sampson Low Marston & Co. Ltd., of London.

A.N.A.S.A. Election

The names of officers and members, Board of Council, of the Army and Navy Air Service Association elected at the annual meeting held in the Troop Room, MARINE BUILDING, Washington, D. C., at 4:30 p. m., Monday, Oct. 27, 1924, are as follows:

Under the Training Department, the bill provides for assistant schools to train pilots for the military branch and a Staff College, War College and Air Force Academy for the new officers for the military branches.

The rate of promotion would be more rapid in the military branch, with more liberal pay and retirement provisions. The new bill. The bill specifies that 25 per cent of the officers personnel would be retired after ten years, thus insuring a younger and more energetic staff.

To Correct Present Evils

That the present situation of air service organization hampers the military at a serious disadvantage is the air and by other nations is generally admitted. The Curry bill aims to correct the evils in question, but goes much further than any previous bill has done.

The idea of a separate air force has many staunch advocates, but strong influences in both Army and Navy, fearful of losing their own superiority, are trying to block it.

That some such force at the Air Service is vital to national defense is generally conceded, and the leading opponents of aviation agree. Furthermore, only increases the production. President Coolidge set up when he created the War Department a few weeks ago, in studying the relative importance of aircraft, battleships and submarines, but at not dealing with directly in solving the present Air Service problem of the country.

Officers for term expiring October, 1925: President, Maj. Gen. Mason M. Patrick, U.S.A.; 1st Vice-President, Brig. Gen. W. A. Moffett, U.S.N.; 2nd Vice-President, Brig. Gen. William Mitchell, U.S.A.; 3rd Vice-President, Lt. Col. E. T. Terrell, U.S.M.C.; 4th Vice-President, Maj. Charles J. Biddle, A.N.; O.R.C.; Secretary, Earl N. Fendley, formerly Capt. U.S.A.; Asst. Secretary, Capt. Robert Odger, U.S.A.; Treasurer, Lt. Col. Oscar Starnes, U.S.A.; Asst. Treasurer, Capt. Roscoe S. Land, U.S.N., and Chairman, Board of Control, Maj. W. G. Kibitz, U.S.A.

Members of Board of Control for term expiring October, 1927: Lt. Col. B. F. Christie, A.S.C.; Maj. Henry C. Prep, U.S.A.; Maj. R. Q. Jones, U.S.A., and Maj. Ed. Freeman, A.S.C.; O.R.C.

Members of the Board of Control elected privately are as follows: For term expiring October, 1926: Capt. A. W. Johnson, U.S.N.; Lt. Col. H. E. Hartner, A.S.C.; Lt. Col. T. F. Patterson, U.S.N., and Lt. Col. W. G. Schenck, Jr., A.S.C.; O.R.C.

For term expiring October, 1925: Capt. Robert E. Williams, C.S.M.C.; Lt. Col. J. F. Fochet, U.S.A.; Lt. Col. W. R. Oldham, U.S.A., and Maj. Hersey Green, A.N.; O.R.C.

New American Record Recognized

A new American record for airplanes recently established at Hampton Roads, Va., has been recognized by the Coast Commission of the Marine Aircraft Association as follows:

CLASS C—SEAPLANES

Speed for 1000 Kilometers

Louis Victor E. Berthelme and George C. McQuinn, Leaning Air Yacht, Liberty 500 hp., at Hampton Roads, Va. Nov. 7, 1923—1:03:57.8 hrs. 351.62 mi./hr.

As this record exceeds the existing world record for the category, the official report will be forwarded to the Fédération Aéronautique Internationale for recognition by the body.

October 5, 1924

The Focke-Wulf Cabin Plane

The German air lines now have available an excellent machine for aerial transportation where the volume of traffic is small. This machine, the Focke-Wulf, is equipped with a 15 hp. Siemens-Halske motor and carries three passengers besides the pilot. The passengers are seated in a well lighted, comfortable cabin, which is easy to get in and out of.

High Power Efficiency

The machine has been in operation at the Bremen-Wangerooge line which is operated by the Bremen Luftverkehr and is being satisfactory results. The ship was constructed by the Focke-Wulf Flugzeugbau of Bremen after much research and aerodynamic experimenting. These results in obtaining greater economy were satisfactory not only in the laboratory with scale models but also with full scale models.

The full construction has been carefully studied so as to obtain strength with lightness. As a result, the weight light is 1,250 lb. which for a machine of this size is an excellent one. With a useful load of 900 lb., the wing is loaded at 12 lb. sq. ft. This comparatively light wing loading should give good landing qualities, which naturally adds to the safety of the machine—an element which must not be neglected in aerial transportation. The performance of the Focke-Wulf is truly remarkable, considering its small power. It operates, but does not surpass, the performance of the machine built in the United States by Prof. G. M. Bellanca. The maximum speed of the Focke-Wulf is 87 m.p.h. and the level speed is 74 m.p.h. The climb is 2,200 ft. in 34 sec., and the radius of action is 300 mi., or four hours of flight.

The Wings

The Focke-Wulf is a cantilever monoplane with the wing held in a single piece. The span is 45 ft. 7 in., the chord 8 ft. 4 in. (maximum) wing area 291 sq. ft. The plan form of the machine somewhat resembles the early war "Fokker." The wing tapers from the center section, where it is 15 ft. or 16 in. in thickness, toward the tips. It is not a slight dihedral, and it has a negative angle of incidence at the outer tip, making 15° dip at the first third of each half wing, 10° dip on the second third, then 3° dip 10 in., and finally making a negative incidence at the end of each wing. The wing structure is entirely of wood, consisting of two box spars of spruce and three-ply. The ribs are made of



Focke-Wulf 4-place transport plane, seen from the front

wood, glued and lightened. The wing is fastened to the tips between the fuselage in such a way as to make up the latter, which gives an excellent streamlining.

The leading edge of the wing is rounded with vane, the rest of the wing being cloth covered. The ailerons are set at an angle in the case of left and are not balanced. They are 18 in. long, with a maximum depth of 2 ft. 3 in. They are actuated by hand.

The Fuselage

The fuselage is also built entirely of wood. Its length is 23 ft. 6 in. Throughout its length the fuselage is rectangular in shape and is of veneered wooden lugs and cross bracing. The walls of the cabin are partitions of the box type and are of the same thickness as the fuselage lugs.

In front of the cabin, supported by four wooden compression members, hinged by piano wire, are two box type bulk-

heads. One serves as support to the motor and the other besides adding to the general strength of the machine serves as bracing for the struts which streamline the motor into the cabin.

The pilot is seated in front of the forward wing beam so that he gets excellent visibility. His seat is reached by steps



Outline drawings of the Focke-Wulf 4-place transport plane

in the motor. The passenger cabin is placed under the wings, but has three passengers and is lighted and ventilated by four large windows. A large door, placed on the level of the ground gives easy access. The cabin is 2 ft. 3 in. wide, 4 ft. 7 in. long and 6 ft. 3 in. in height. The horizontal distance is 10 ft. in width and 5 ft. 4 in. long, is set at an angle of slightly more than one degree. The structure is unbalanced. The vertical fin is of triangular shape and of the same length as the vertical stabilizer, the rubber is unbalanced. The tail fin is of wood reinforced with metal. The deck of the fuselage is streamlined into the pilot's seat.

Landing Gear

The landing gear is mounted directly under the bulkhead which houses the forward part of the cabin. It is composed of a rigid axle which is streamlined into the bottom part of the fuselage. Each half of the axle is 2 ft. 7 in. long and is hinged at one end to the cabin floor, the other end carrying the wheel. The shock absorbers are wrapped around the axle and are attached to the fuselage which spreads from the fuselage. The mark of the wheel is 4 ft. 8 in.

Power Plant

The engine is a seven cylinder Siemens-Halske air cooled radial. The 7 hp. motor drives directly on a 9 ft. propeller. It is mounted vertically fashion on the forward bulkhead. An aluminum driving frame of the engine so that only the heads of the cylinders are exposed. A gasoline tank of four liter capacity is placed in the wing.

GENERAL CHARACTERISTICS			
Span	45 ft. 7 in.	Wing area	291 sq. ft.
Wing chord	8 ft. 4 in.	Wing loading	12 lb. sq. ft.
Wing length	15 ft. 15 in.	Wing incidence	15° at tip, 10° at mid, 3° at root
Engine	Siemens-Halske	Engine speed	1800 rpm
Propeller	9 ft. 0 in.	Propeller speed	1800 rpm
Weight	1250 lb.	Weight	1250 lb.

AIRPORTS AND AIRWAYS

Alaska News

By Paul H. Rose

Harold W. Mason, of the Goodyear Tire & Rubber Co., was named president of the Alaska Commercial Aircraft Association at a meeting held here recently, filling the vacancy caused by the death of the Alaska aviation group's first head, Lewis Harold A. Kilham, killed in an airplane accident near Bethel, Okla., last summer. Mason will also serve as chairman of the board of directors.

Dr. C. S. Lettner, M.D., was elected to EE a vacancy in the board of directors and the following committees named for the coming year:

Advisory: C. K. Wolfson, chairman, and Frank O'Neill, membership; H. E. Fulton, chairman, Harry Hansen, airport; Frank, and Earl Brown, legal; Walter H. Wamsley, publicity; Frank Eldon, chairman, Paul H. Rose, and Harry



Albatross details recently glided on Long Island—left, engine nacelle and landing gear of the Sikorski passenger carrier, the USS Albatross; right, the Sikorski passenger carrier, the USS Albatross.

August, financial; Alton Parker, chairman, and L. J. Manning, technical; H. T. Kraft, chairman, C. E. Lundy and Harry McLaughlin, legislative; J. M. Tolson, chairman, Walter Brown, Charles Zimmerman, Harry Walker and A. G. Macmillan.

The Alaska association was organized a year ago for the promotion of safe commercial aviation and the standardization of civilian-owned airplanes in the Alaska domain.

An extensive program in preparation for the coming summer has been planned and will be entered upon this month.

L. J. Manning, one of the Alaska fliers who has been operating a Standard in Northern Ohio the past few months, recently "bumped" an ERO dark over Hudson.

Manning had taken up a local spot where he captured a few birds of shot from an automatic shotgun in the general direction of some tall trees were soaring lazily around in the vicinity. After dropping one bird, Manning landed his plane and proceeded to a nearby tree for a duck dinner.

When he returned to his plane he found that someone had placed a steady chain and pulley about his propeller. And he soon found out why. The sheriff said Bill and Manning paid.

"(S)ometimes costs to learn about the air legislation," Manning is said to have told his associate at Sioux Falls.

Capt. E. A. Lehmann, vice president of the Goodyear Republic Corp., who was executive officer of the ERO on its trans-Alaska flight, has taken up permanent residence in Alaska and assumed his new duties with the Goodyear corporation.

Ward V. Van Orman and J. F. Cooper, both of Goodyear, piloted the first balloon "Goodyear II" in a Pan-and-Road

contest held near Canton, Ohio, Nov. 15 under the auspices of the Canton chapter of A.A.A.

On the night preceding the balloon ascensions the Canton chapter gave a dinner in honor of Col. F. S. Lakin, one of America's oldest balloonists. Colonel Lakin, it will be remembered, with his son Frank, F. S. Lakin, was the International Gordon Bennett balloon race in Kansas in 1906.

V. C. Schenck has completed a new three-place, room fuselage monocoque plane for Dr. C. S. Lettner which is now being tested at Sioux Falls. It is powered with an OX-59 and has performed satisfactorily.

Alaska began to have a full complement of officers and men for the summer flying season which have been assigned here by the Army, before spring.



Albatross details recently glided on Long Island—left, engine nacelle and landing gear of the Sikorski passenger carrier, the USS Albatross; right, the Sikorski passenger carrier, the USS Albatross.

Applications are now being filed in by prospective new pilots, according to Capt. J. T. McCoy, of the U. S. Army who is in charge of the Alaska Air Corps.

Dayton News

By Marcus C. Holmes

The A.S. Engineering Division is more active than ever these days in preparation for the large observation plane competition, which will be held at McCook Field within a short time. Entries for the trials are being flown in and checked by leading manufacturers, while those produced by the Army are being given their final tests.

During the past week, three internationally famous designers and manufacturers visited the city in connection with the competition. They were Donald Douglas, builder of the world famous; Anthony H. G. Fokker, who has submitted a job through his American plant, the Atlantic Aircraft Corp., and Hans Ernst Heinkel, of Germany, who was accompanied by Mr. Cox of the Cox-Klein Co.

Eight advanced types of observation planes will be seen in the coming trials. There have been designed and built at McCook Field, one by the Boeing Airplane Co., one by the Curtiss Aeroplane & Motor Co., one by the Douglas Co. and the other two by the Atlantic Co. and Hans Heinkel for the Cox-Klein Co., respectively.

The trials will be conducted by a committee headed by Capt. G. E. Brewer, of McCook Field, and composed of officers from various posts, who had observation experience under the Army War and 1914-15 and know pretty well what to expect from their machines.

The world flier dropped in November 15 to terminate his long and arduous journey by packing their goods for the last time. They continued on to Washington—all except Lt. H. E. O'Brien, who went back to Selfridge Field to learn a suggested Nov. 26—to report to General Patrick.

Selfridge News

By David Hansen

Sgt. Henry Ogden, A.S., world flier and aviator, was transferred to Selfridge Field, Mich., to serve as his former commander and head of the Selfridge Field.

Continued in newspaper stories, printed in various editions of the world flier, Lieutenant Ogden stated that they were sent to the Selfridge Field in France, that they did not stay there when flying through treacherous Alpine passes, and got caught in the snow all the coast of Greenland.

Having been granted the privilege of showing any flying field at the French border as his station, Lieutenant Ogden had at the Selfridge Field. His former squadron commander, was General Selfridge Field.



That had an air traffic rule—and the civilian plane landed on landing at an airport near Chicago with the result shown above. The pilot escaped injury.

In regular officers of the 1st Pursuit Group, and Reserve officers respectively, must be permanent assigned to this job.

It is perhaps in order at this time to draw the attention of local Selfridge officers to the privilege of keeping in flying being reported for possible flight as well as personal license conditions will permit, at Selfridge Field, where they will find ready assistance and cooperation from Major Langford and the officers under his command.

An officer of the regular establishment recently advised me that they were aware of the fact that there is considerable "dead wood" in the Office, Reserve Group. I trust that while reading this column, every Reserve officer, in whatever part of the United States his home may be, will be the recipient of the above statement "hook us" and report our own part of the United States Air Corps, as well as keep in touch with the latest developments in aircraft, not only in a sense of duty, but as a positive revival of the spirit of "Flying is the life!"

For the past few months, or more, on a certain day on United Ave. going to Selfridge Field, there has stood the fuselage of the all-metal, experimental, variable number machine, built by the Durr Aircraft Co. in 1932 and 1933. It is now, consequently, by its absence and it appears that it has been traded to Dr. W. H. Brown, president of the Aero Development Corp. for a Soviet-built, which has been testing on an outdoor platform for about two years, in front of the new Michigan plant.

During these two days on its first two test hops, I saw with interest, with its construction, and find that, notwithstanding the fact that it is a variable number machine, it is a very thoroughly modern for the experimental development of the world when of this form of variable number, still the principle is maintained by Dr. Durr is sound and a deserving of serious consideration.

Previously all candidates for municipal office during the election period made extensive use of aircraft in the promo-

tion of their candidacy. For a period of six days or more previous to election, airplanes of various types, from Juveniles and Canards through to Lairs and Jennies could be seen, at all hours of the day and early evening, hovering over Detroit and vicinity.

R. L. Peters and the writer spent most of election day near Detroit, in the Hughes-Lewis, dropping 15,000 balls for South, who was elected Detroit's next Mayor.

In spite of the fact that it has taken considerable time to reduce the municipal airport problem to its present state, and many months will doubtless pass before the site change can be used for airplane traffic, it ventures to predict that it



That had an air traffic rule—and the civilian plane landed on landing at an airport near Chicago with the result shown above. The pilot escaped injury.

will not be many years before Detroit will find, in her natural expansion of commercial aviation, the present 150 acre site wholly inadequate to take care of the demand for airplane transportation.

An article came through the Associated Press in a local newspaper on the fifth day after election, giving a summary of why 208 of the leading business men of the country felt that a tremendous wave of prosperity was just breaking in the light of this statement and strange as it may seem, we had a larger demand for passenger flights at Eastwood Flying Field on the first Sunday after Election than has been the case for a month or more prior to election.

Another England-Australia Service

Great Britain is not entirely relying upon large rigid aircraft to bring about the much talked of air line from England to Australia.

To start, a 16,000 sq. ft. all-metal rigid semi-rigid British with Egypt, India and Australia is being planned by the Air Ministry, and that special emphasis is being designed for different stages of the great Empire air route. Already upwards of 2,000 sq. ft. of this route are in operation. The Imperial Airways already fly from London to Zurich, and an extension is planned for next year to Constantinople. From there a short cross-Asia link will join up with the existing Royal Air Force mail service between Cairo and Baghdad, and the route will continue thence to Calcutta.

On the link between Calcutta and Rangoon, a distance of about 300 mi., big all-metal flying boats, driven by powerful Napier engines, are now in service for the Air Ministry. These rigid structures were adopted because it is proof against the rigors of tropical weather and insects. The route then proceeds by way of Singapore to Port Darwin in Australia, and the traffic will then be distributed throughout Australia by the Australian Airways, who have already in operation over 1,000 sq. ft. of commercial air lines.

It is announced that an all-metal "air express" driven by two 1,200 hp. Napier engines and capable of flying 2,000 mi. without stopping, is shortly to be commenced, and that this is intended for the All-Red Empire Air Route.

New Orleans News

By Theodore B. Lawrence

New Orleans came months ago, will return to the city during

AIRCRAFT SERVICE DIRECTORY

CONTINUED



EVENING COURSE IN AERODYNAMICS AND AIRPLANE DESIGN

A course of 12 lectures and application classes will be delivered by Associate Professor Alexander Klemm, beginning on Nov. 19, at the Washington Sports Division of New York University. For particulars apply: Director of Evening Divisions, Engineering Section, New York University, University Heights, New York City.

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Model A Hispano For Sale

Commercial, completely rebuilt, with 1000 hours flying time. For quick sale \$15000 cash. F.O.B. Philadelphia. The model is absolutely complete with spares and accessories by the Naval Air Station, Pensacola, Florida.
BOX 190, AVIATION.

CLASSIFIED ADVERTISING

FOR SALE, Avianco 50 hp, six cylinder motor new, \$125.00. Box No. 317, AVIATION.

WE JUST PURCHASED 50 good OXX motors, government coordinated, not exactly new, but fully guaranteed. To meet them quickly we will sell them for \$25.00 each in original cases—these motors without magnets or carburetors \$30.00. Brand new two-cylinder Lycoming motors \$25.00, 25 horse power, air cooled, with dehydrator system. South displacer carburetor and new propeller. Crawford Airplane Co., Venice, California.

FOR SALE—Three Place PMA, condition excellent. Exceptionally safe in fly and a good money maker. Spins wings and undercarriage. Price \$4000.00. Roswell Air Service, Westbury, N. Y.

FOR SALE! Must be sold before December 15th. Bessie, Model N, 350 hp in original Continental case. Heavy air load, 1000 miles, some overhaul. Bessie is brand new complete with hub and propeller in good flying condition. Bessie, Cleveland, Ohio, Kansas.

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528 Transportation Building
Washington, D. C.

WANTED: Employment by pilot who has five years experience flying army types from rotary engines to biplane and multi engine aircraft. Best references: Walter J. Jenkins, 38 N. Myrtle, Kew-Forest, N. Y.

WANTED to buy a K-4 or C-6 Motor. State condition and equipment in first letter. No time price considered. Keston Aircraft Co., 2904-31th Ave., Madison, Ill.

OXXS, two modern, brand new, never run, a bargain at \$225.00 each. Also one brand new OXX, \$175.00. Call now New York. Box 318, AVIATION.

WANTED used JLE Jockey with or without motor. Machine preferred in suitable or modern state. No time price considered. Box 319, AVIATION.

FOR SALE: New and used MF boats, 35-B complete and -person, porthouse, OX and OXX motors, slightly used, MF control wire arm, \$1.00. New 160 Gossamer \$25.00 each, or complete 150 Gossamer \$30.00 each. Crowskill with OXX and OX propellers for all types, tanks, instrumentation, tools and auto all sizes. Rosengart Aviation School, Rosengart, Pa.



The Trail Blazers

JUST a few years ago, a Martin Bomber made the complete circuit of the United States without serious delay.

At the time this was a record-breaker which showed that the age of long distance flying was here.

Recently a small squadron of American flyers finished a spectacular and successful flight around the earth.

Today the whole world is beginning to realize that for mail—fast freight or express, the best built flying machines are as practical as the Ocean Liner or the Transcontinental Railway.

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Its leadership has been soundly built upon extensive research and intelligent engineering development, although its experience includes the manufacture of aeronautical equipment in extremely large quantities.

The Wright organization, ever mindful of its first achievement—the art of flying—continues to contribute each year its best ability and engineering experience to the advancement of flying.

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